



Virginia Department of Rail and Public Transportation

Developing New Revenue Streams For Transit

Rail~Volution

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DRPT Role in Transportation



DRPT focuses on moving people and goods:

- Rail
- Public transportation
- Commuter services



DRPT provides support for projects and programs:

- Allocating over \$730 million each year towards transit and rail
- Assessing feasibility and environmental impacts of new and expanding services
- Conducting statewide rail and public transportation studies
- Planning and programming new services and capital improvement projects
- Providing leadership, advocacy, technical assistance, and funding



Rail and Public Transportation Stakeholders

WMATA

40 Transit Systems

60 Human Service Operators

1 Commuter Rail Operator (VRE)

18 Transportation Demand Management Agencies

15 Metropolitan Planning Organizations

9 Shortline Railroads

2 Class I Freight Railroads (CSX, NS)

1 Intercity Passenger Rail Operator (Amtrak)

1 DRPT-Supported Intercity Bus Operator



DRPT

New Revenue Sources since 2013



- Paradigm shift of funding and delivery of critical transportation projects
 - 2013 (HB 2313): General Assembly raises sales tax on wholesale gasoline, dedicates to transportation
 - 2014: (HB 2): General Assembly directs Administration to prioritize critical transportation projects (SMART SCALE)
 - 2015 (HB 1887): General Assembly dedicates additional funding to public transit
- 55% dedicated to SMART SCALE for additional capacity projects; 45% to highway state of good repair
 - \$1.8b available in Round 1, \$1b available in Round 2, \$1b available in Round 3. Rounds are biennial.
 - *Transportation* funding – no longer just highway but mode neutral.
 - Best projects are selected then fully-funded.

SMART SCALE



Round 1

- **7** public transportation projects funded at **\$31 million**.

Round 2

- **17** public transportation projects funded at **\$168 million**.

Round 3

- **16** public transportation and rail project applications for **\$231 million**
- Awards pending



**SMART
SCALE**

*Funding the Right
Transportation Projects
in Virginia*

HOV to HOT Conversions Creating Transit Revenues



HOV to HOT Projects Generating Toll Revenues for Transit

I-66 Inside the Beltway

- \$10M + annually for transit, TDM, bicycle, pedestrian, and roadway options to improve person throughput

I-66 Outside the Beltway

- \$800M over the next 50 years to support enhanced transit service

I-395 HOT Lanes Extension

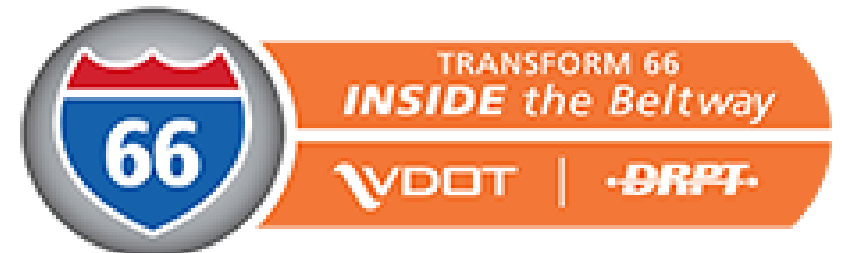
- \$15M annual transit investment to fund new and improved travel choices in corridor, escalated at 3% over 66 years



I-66 Inside The Beltway



- Allocation of toll revenues to fund new and improved travel choices that include transit, TDM, bicycle, pedestrian and roadway options
 - Tolling began December, 2017
- Northern Virginia Transportation Commission manages program and recommends projects for CTB approval
- 1st round: \$9.8 million for initial Multimodal Program of 10 projects
- 2nd round: \$12 million for Multimodal Program of 15 projects



Investing in Multimodal Solutions

I-66 Inside The Beltway: Benefits

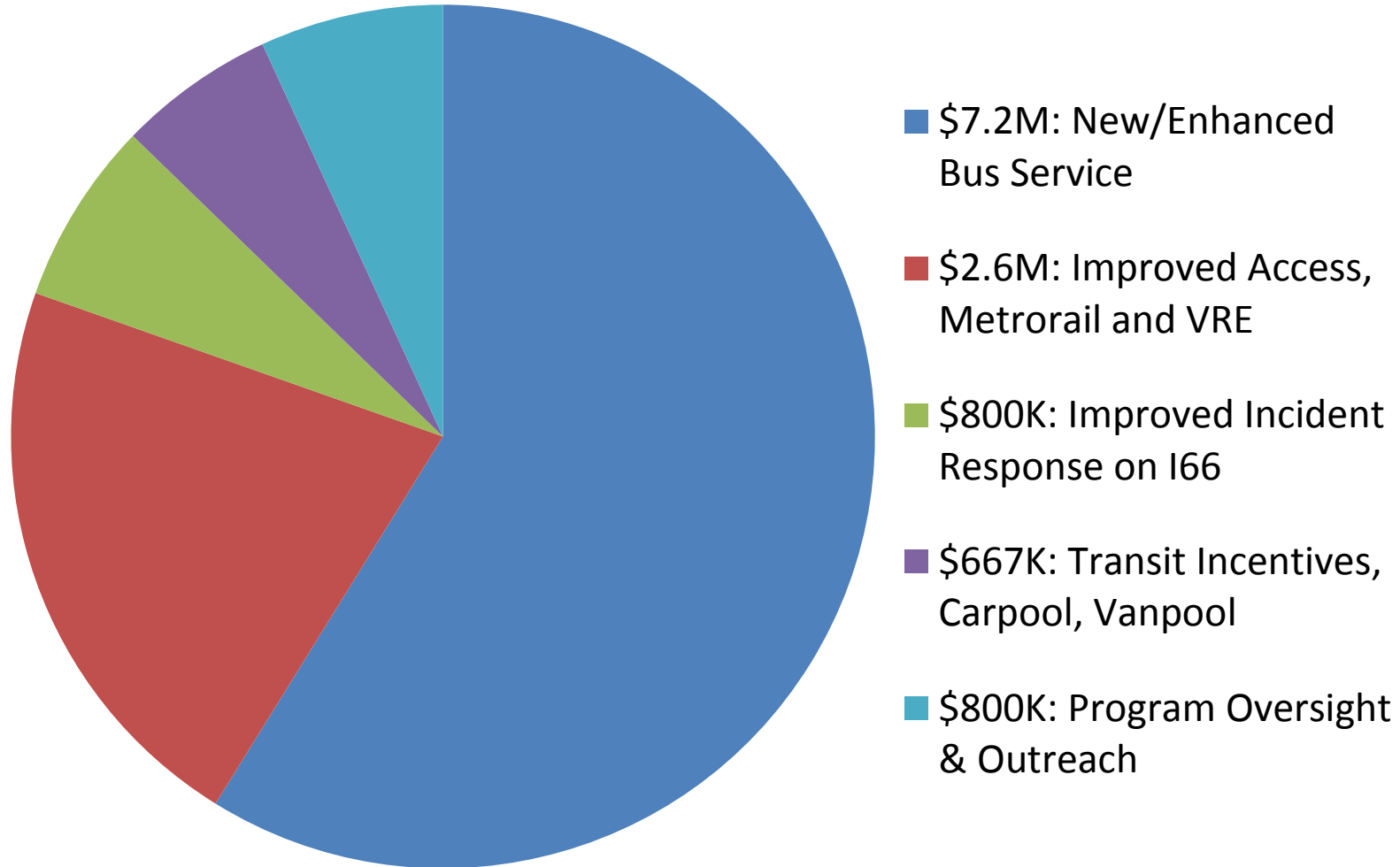


Use toll revenues to fund additional and improved travel choices that benefit I-66 users

Increase the person-carrying capacity of the corridor by 34,000 individuals by 2040

Dynamic tolling allows traffic to move at free-flow speeds during rush hour

I-66 Inside the Beltway 2018 Projects



Benefits:

- Moves an additional 2,000 people through corridor during rush hour
- Saves approximately 120,000 hours of travel delay annually
- Provides two new bus routes and enhances service on three existing bus routes
- Improves emergency and incident response capabilities to keep I-66 moving
- Solves first and last mile issues by improving access to park and ride lots and transit and also increases parking options

I-66 Outside The Beltway P3

- Concession agreement with Express Mobility Partners includes **\$800M** over the next 50 years to support enhanced transit service in corridor
- Additional \$500M concession payment made in 2018 will provide **\$178M** for transit and park-and-ride projects in the corridor
- Funding will support new and enhanced point-to-point, peak period commuter bus services (both capital & operating expenses)
- New transit services:
 - Utilize new express lanes to ensure reliable trip times
 - Flexibility to optimize services over time based on performance measures
 - Operated by local transit agencies



Multimodal Solutions - 495 to Haymarket

I-66 Outside The Beltway P3: Benefits



Move More People

- 2,000-4,000 more people per hour (depending on location)

Reduce Congestion

- Will eliminate 10.5 miles of congestion in each direction during peak hours
- Hours of daily congestion will be reduced by four to eight hours by 2040

I-95/395 Express Lanes Extensions



- Transurban committed to annual transit payment beginning in 2019
 - \$15 million initially with annual escalation
- DRPT led Transit/TDM study in coordination with localities, transit providers, and regional entities
- Projects will be prioritized based on person-throughput benefits



I-95/395 Express Lanes Extensions: Benefits



Move More People

- 35 - 50% increase in traffic volumes in HOT lanes; relieves General Purpose lanes

Reduce Congestion

- 15% reduction in travel times in General Purpose lanes
- Increasing capacity on I-395 reduces diversion of traffic to arterial roadways

Expand Travel Choices

- Promote HOV throughout the day (currently no incentive to HOV during off-peak)

Increase Reliability

- Reduce congestion in HOT lanes

Improve Safety

- Increased capacity will reduce the potential for congestion-related crashes

Making the Case



Dedicated WMATA Funding

✓ *complete*

- 53.5% existing funding dedicated to operating and capital
- **\$154 million** in additional annual dedicated funding to meet state-of-good repair backlog
- Significant **accountability** for governance, operating subsidies, strategic planning, and performance

Statewide Transit Funding

in progress

- 12.5% existing funding dedicated to capital, 31% to operating
- Significant **accountability reforms** through prioritization of capital projects, performance-based allocation of operating, strategic planning
- Encourage better long-range needs projections, better asset management, more efficient operations
- **No new funding** until reforms fully implemented

Wrap-up

Leveraging new and diverse revenue streams like tolls and concessions

Changing the Paradigm through a data-driven process that prioritizes the best projects that move the most people

Accountability and Transparency is essential as a condition for more public funding





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